

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for—

W. & A. GILBEY'S
WINE & SPIRITS.

JOHN DEWAR & SON'S
SCOTCH WHISKY.

JOHN JEFFREY & CO.'S
PILSENER BEER.



ANY EUROPEAN, NO ASIATIC or INDIAN, desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Comproadors order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.

Business Connection in all Countries.

INTERNATIONAL COMMERCIAL INTELLIGENCE BUREAU.

16, St. Helen's Place, LONDON E.C.
with correspondents and extensive connections in all countries.
Manager: J. BENDLIN.
This Bureau aims to further international business connections and pay itself FREE OF CHARGE at the disposal of respectable firms, and furnishes:
a. Agents in any country.
b. Agencies.
c. Addresses of Exporters, Importers, Manufacturers, Agents, etc., in every country.
d. Offers in any article desired.
The Bureau does not accept any Commission for Connections accomplished by its Medium.
Each firm desirous of utilizing the medium of this Bureau is asked to state references.
The Bureau is enabled to GRANT THE AMERICAN TRADE CREDIT SYSTEM and thousands of firms are subscribers and support the Bureau through an annual fee. All correspondence to be addressed to: International Commercial Intelligence Bureau.
MANAGER: J. BENDLIN,
16, St. Helen's Place, LONDON, E.C.
Hongkong, June 14, 1915.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

BUSINESS NOTICES.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS,
BOILERMAKERS, BLACKSMITHS and FOUNDERS
REPAIRS OF EVERY DESCRIPTION.

SOLE AGENTS **KELVIN MOTORS.**
STEAM LAUNCH FOR SALE.

LOCAL SHOPPING.

LIKE **WATSON'S**

E WHISKY

E SHERRY

E BRANDY

E PORT



E's

ALWAYS AT THE FRONT

A MAKER WHOSE NAME YOU KNOW.



SOLE AGENTS
ROBINSON PIANO Co., Ltd.

J. ULLMANN & Co.

The Leading French Jewellery House.



Watches, Jewellery,
Fancy Goods.

JUST ARRIVED.

"JUVENIA" Dress Watches

THIN, ELEGANT, ACCURATE

SINGON & CO.

ESTABLISHED A.D. 1880.
IRON STEEL, METAL and HARD
WARE MERCHANTS. Wholesale
and Retail. Ironmongers, Pig Iron and
Foundry Casts Importers, General Store-
keepers and Shipchandlers. Nos. 33 and
37, HING LING STREET, (2nd Street, west
of Central Market) Telephone No. 515.
Hongkong, September 1, 1915.

SIEN TING.

Surgeon Dentist
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE
Consultation.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND

ENGINEERING CO. OF

HONGKONG LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FURGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
DRAWING DOCK 137' x 83' x 34'
Pumps supply Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOO DOCK." Telephone No. 212.

THE HONGKONG HOTEL

and

GRILL ROOM

H. H. TARRANT,

MANAGER.

PEAK HOTEL

ADJACENT TO VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,
Roof Garden.

Terms—From \$5 per day and up.

Telegraph Add: "Peakful."

P. O. PEUSTER.

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location, within
the vicinity of all the principal Banks.
Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Utensils
under European Supervision. A First Class string Orchestra, and selections from
5.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for Shipping.

For further particulars apply—

Manager

Telephone 197.

TELEGRAPHIC ADDRESS "COMFORT."

KING EDWARD HOTEL

Central Location.

A 12 Electric Traction Pass Entrance,
Electric Lifts, Fans and Lighting,
European Baths and Sanitary Fittings,
Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS: "VICTORIA."

Manager, FRANK L. COOTE.

LEE YEE'S

HAIR DRESSING SALOON.

Electric Facial Massage with
Massage Cream, Perfume,
By

EXPERIENCED HANDS

Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.

12, D'AGUIAR STREET.

Hongkong, July 5, 1915.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE

Company, Ltd.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL Assets at 31st December, 1913,
£21,622,185.

I—Authorized Capital £8,000,000

Subscribed Capital £4,600,000

Paid-up Capital £2,437,500

II—Fire Funds £8,935,114

III—Life & Annuity Funds £16,136,160

Sinking Fund Accounts £3,514

£22,561,268

Revenue Fire Branch £2,667,158

Life and Annuity 1,975,268

Branches

Revenues Marine Department £35,682

Other Receipts £30,193

£5,333,313

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO
Agents.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

in Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

THE BEST MEALS IN HONGKONG.

EITHER A LA CARTE OR TABLE D'HOTE.

Oysters, Kippers and Smoked fillet Haddock always in
Hand. We serve only No. 1 Lipton's Tea and the Choice of
Cakes made with best Table Butter only. The best Wines,
Ales, &c., served with Meals only. You should not fail to give
us a trial.

THE ALEXANDRA CAFE

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAY	STRAND
1/2" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1915.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 8 pcs. for Post Card.

No. 8, Queen's Road Central

TELE. No. 251.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILERMAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.

Town Office, 48, CONNOR ROAD CENTRAL, HONGKONG. Telephone No. 458.

Whipyard, SHUN-SUI-PO, Kowloon, Hongkong. Telephone No. 118.

Estimates furnished on application.

WONG FING WA, Manager.

Hongkong, April 1, 1915.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

Bournville COCOA represents the
highest grade of nutritive cocoa in presen-
tation; it fully maintains its high repu-
tation in food value and delicacy of flavour, and
is second to none in any respect whatsoever.
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec 17, 1900.

Hughes and Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADJUTANTS.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used
A.B.C. 4th & 5th Editions.
A.I. TELEGRAPHIC CODE.

Telegraphic Address
MEIRION HONGKONG.

PUBLIC AUCTION.

THE Undermentioned have received instructions to sell by Public Auction,
(for account of the concerned),

SATURDAY,

the 23rd October, 1915, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Des Vaux Road, Corner of
Des Vaux Road, Corner of

HOUSEHOLD FURNITURE
(Removed to Sales Rooms for convenience
of sale).

MISCELLANEOUS GOODS,
And
A number of lots of Swatow Drawn
Thread Goods, Grass Cloth, &c., &c.
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct. 20, 1915. 902

PUBLIC AUCTION.

THE Undermentioned have received instructions to sell by Public Auction,

TUESDAY,

the 26th October, 1915, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Des Vaux Road, Corner of

A QUANTITY OF
VALUABLE TEAKWOOD
FURNITURE,
BRASS FENDERS, FIRE BRASSES,
CARPETS, RUGS, &c., &c.,

As Follows:—
Two Upholstered Suits, Bedroom Furniture,
Arm-chairs and Sofas, Two Brass
Bedsteads, Sideboard, Dinner Wagon,
Extension Dining Tables and Chairs, by
Forsell Ltd., Dinner, Tea and Coffee
Services, Crockery, Glass and E.P. Ware,
Cooking Stove, Cutlery, &c., &c.

And
Two Pianos, Electric Reading Lamp and
Sundry Blackwood Furniture, &c.,
One Large Blackwood Cabinet, Remington
Typewriter, (in good condition), Lady's
Bicycle, &c., &c., Tennis Net and
Poles, &c.

(Full Particulars from Catalogue.)
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct. 20, 1915. 901

AGENTS.

LONDON.—WILLIAM SLATER, 42 Great
Russell Street, W.C. F. ALGAR, 11 &
12 Clement's Lane, Lombard Street,
E.C. T. B. BROWN & Co., Ltd.,
103 Queen's Road, Victoria, S.E.
CHAMBERLAIN & Co., 35 Great
Church Street, E.C. G. STREET & Co., Ltd.,
30 Cornhill, London & Gorton, 16 St.
Bride St., E.C. ROBERT WATSON, 150
Fleet Street, C. MITCHELL & Co., Snow
Hill, Holborn, Finsbury, E.C. D. J.
KATHE & Co., 7 Whitefriars St.,
E.C. MATTHEW & GOWTHORPE, Ltd., 10,
11, 12, New Bridge Street, E.C.

SCOTLAND.—FRANK L. SKOTT, 8 North
St. David Street, Edinburgh.

PARIS AND EUROPE, MAYENCE FRANK
& Co., 19 Rue de la Grange, Bâle,
Paris.

NEW YORK.—T. B. BROWN, Ltd.,
Eolian Hall, West 42nd Street, New
York City.

THE CHINA MAIL OFFICE, 52
West End Street.

SAN FRANCISCO and American Ports
generally.—BLACK & BLACK, San Francisco.

FOODHOLY.—BROOKLYN & Co.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GORDON, Melbourne
and Sydney.

CEYLON.—W. M. BERRY & Co., The
Apothecaries Co., Colombo.

SINGAPORE, STRAITS, &c.—KILBY
& WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON
& Co., Manila.

SHANGHAI.—Messrs. KILBY & WALSH,
Ldn.

JAPAN.—Messrs. KILBY & WALSH, Ldn.,
Kobe and Yokohama.

CANTON.—PARKER & Co.

THE CHINA MAIL, LTD.,
5, Wyndham Street, Hongkong.

ENTERTAINMENT.

VICTORIA THEATRE

FRIDAY, 22nd OCTOBER, 1915.

WIFFLES IN LOVE AND WAR.

a parts: 3000 feet.

A SCREAM FROM BEGINNING TO END.

FOR HONOUR AND COUNTRY.

AN EPISODE OF THE WAR.

Pathe's British Gazette.

MONDAY, 25th

and for one week only.

FAREWELL PERFORMANCES OF
MISS MAY CLARKE.

FOR SALE

RIFLE FOR SALE.—CHEAP.

ONE Lee-Speed Match Rifle, .303 Bore
(British Army Ammunition) Accuracy
guaranteed. Special head fore-sight.
Sights tested for Match Competitions.
Regulation Magazine, Cut-off and Safety
catch. Pistol grip, Nitro proved barrel. In
bass lined tank-wood case.

Apply "SHOT"
c/o "CHINA MAIL" Office.
Hongkong, Sept. 24, 1915. 832

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIHARA.

The first (1913) edition is already issued.

BIOGRAPHIES of over 5,000 people
who are well-known in industry and
several hundred foreigners associated with
Japan appear in the book. Quite new
materials and accurate sketches, both being
entirely free from prejudices.

Many portraits are inserted. The book
contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy.

Orders for the book should be accompanied
by payment.

Subscribers for the second annual edition
of "Who's Who in Japan" will be allowed
a reduction of one yen.

The registered postage is 15 sen, to Korea
and China 40 sen and to Europe & America
70 sen or 35 cents.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world
noticed this work in the highest terms.

For example, The Daily Mail says:—

"Yet another 'Who's Who' and this
time from Japan! The reader is apt at
first to regard it as a curiosity, as a sign
that the East has now become Western
practically almost to the last detail. But
Who's Who in Japan is far more than
a curiosity; it is a very sound and useful
reference book. It is printed in English
and contains brief biographies, on the
accepted model of prominent men in Japan.
Mr. Kurihara is a skilful editor and has done
his work well."

Who's Who in Japan Publishing Office,
No. 6, Ichome, Uchisaiwacho,
Kojimachi-Tokyo.

JAPANESE MAKERS

Every kind of Footwear.

MADE
TO
ORDER



CHERRY & CO.,

PEPPER STREET,

Opposite Hongkong Hotel.

(Telephone) No. 491.

Hongkong, March 20, 1914.

NOTICE

HIGH-CLASS PRINTING

BOOK BINDING

THE "CHINA MAIL" OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars,
Programmes, Menus, etc., etc.

Artistically Arranged and
Carefully Printed.

Clean Proofs and prompt delivery
guaranteed.

You read in the copy of the book.

TOBACCO IN CEYLON.

PROSPECTS OF PAYING EUROPEAN
ENTERPRISE.

Ceylon is just now being favoured with
a visit from a successful tobacco grower in
New South Wales in the person of Mr. J.
Wynne who has arrived in Kandy after an
extensive tour in the tobacco-growing
districts of the Central and Midland Provinces.
Seen by the Kandy representative of the
Ceylon Observer, Mr. Wynne said that the
district through which he had passed
were very well adapted for tobacco
cultivation. He had examined the soil and
he thought nowhere could leaf tobacco
grow better. But the indifference
displayed by the native grower in his tobacco
garden was almost criminal. "From
all outward appearances," Mr. Wynne
said, "it would seem as if he thought
that once the planting was done, the young
plants needed no further assistance from
him and could take care of themselves.
He did not think there was another industry
which required so much attention,
courage and determination. The tobacco
plant never grew wild even in its native
home, much less in Ceylon, and this fact
must be brought home to the native
grower, in some way or other, if the best
results are to be obtained. My own idea
is that if a landowner wants to grow tobacco,
among other things his first attention
should be paid to tobacco. I have seen
very well kept gardens, which are, no
doubt, the outcome of much work, and
more time."

AS A EUROPEAN ENTERPRISE.

Asked what prospects there were for
tobacco as a European enterprise, Mr.
Wynne expressed surprise at Europeans
having taken to tobacco planting so long.
"My own experience," he said, "is that
tobacco pays quicker and more than many
other things in which Europeans are working.
There are large tracts of land in Ceylon, now
lying waste, which can be turned into capital
growing gardens. Tobacco is a crop which
grows, or those who are intending to grow
it, need be some impatient, and I learn that
the Department of Agriculture is trying to
supply this at present. Tobacco is one of
those products which can find a good
market at any time. Moreover, tobacco is
free from any dangerous pests as tea, coffee
or rubber. In its preparation it requires less
machinery, and comparatively less labour,
so that the cost of production is relatively
small. Excepting for the purchase of leaves
of good quality, and for the curing of the
leaves, and what is more the small grower
benefits proportionately to the same extent
as the large grower."

Mr. Wynne is primarily engaged in
producing leaf tobacco, and the following
suggestions will be helpful to Ceylon
growers:—

So much time and labour has necessarily
to be expended by growers before the
tobacco leaf is ready for stripping and
bulking, that the adoption of correct
methods at this stage is a matter of very
great importance. Yet there are those
who quite fail to realize the extent to
which the quality may be influenced in the
process of stripping and bulking, and who
are consequently disappointed at the eventual
return of buyers to take the leaf at
all, or at the very low price offered. A few
suggestions should, therefore, be helpful
to growers at this time. As soon as the
stem and stalk of the tobacco have dried
and the atmospheric conditions will permit,
the leaves should be stripped from the
stalk, and made into "hands." The hands
should consist of 12 leaves, and should be
made by binding the stem buds, with a
leaf, tightly and neatly passed twice around
them, and by opening this hand in the
centre and pulling the end of the binder
through. When stripping from the stalks,
opportunity should be taken to sort the
leaves into two classes, one class containing
only leaves that are of good, bright or
yellow colour and undamaged, and the
other class containing the leaves that do
not show these qualities.

While not necessary with the cured to-
bacco, in the case of leaf that has been air-
dried, the "hands" should be hung on the
sticks, and given as much sun as
possible for a few weeks on a scaffold close
to the shed. Care should be taken not to
cut-out more sticks at one time, than can
be removed to cover at the approach of

The Man Who
Gets There

Is the man who has blood—
real rich red blood and
plenty of it—in his body.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

makes blood—lots of it—life-
giving, brain-nourishing,
strength-replenishing blood.

OF ALL CHEMISTS

Prices: \$1.25 and \$1.25

in. After each lot of sticks has been
"sunned," they should be hung in the shed
for a further period of about two months,
after which the hands should be bulked
down, each in its own class, for some days
at the beginning of the warm weather.

THE BULKING PROCESS.

For bulking the "hands" the leaf should
not be moist, but in such condition as to
enable the only be squeezed together without
breaking and that a slight shaking will
release one from the other. Opportunity
should also be taken of straightening
out the hands to improve their appearance
before putting into bulk. Leaves with "fat
stems" (stems not dried out) should not on
any account be included in the bulk, or
would very quickly, appear. Bulks
are made by placing two rows of hands,
overlapping by about one-third of their
length with the butt outward. The height
should not be less than 4 feet. The length
will be determined by the amount of leaf
to be treated. The larger the bulk the
less it will be affected by outside climatic
influences.

I would advise tobacco growers to cover
each bulk with a completed with blankets
or tarpaulins, and place weights on top,
the object being to conserve the heat
and moisture, and to avoid the drying out
of the leaf. The prime cause of mould
is the bulk becoming moist and chilled,
every precaution should be taken
against this. The bulk should be placed
on boards well off the ground so that air
may circulate freely underneath. Each bulk
should be carefully examined every day, and
if one is found to be too warm, it should
be broken down and after each hand has
been well shaken and lightly aired, should
be bulked those hands which were formerly
in the centre being placed on the outside,
the outside layer in the centre, and the
lower layers on the top. Leaf that has
been through bulking process
satisfactorily shows an absence of gum-
miness, and also the presence of crystals,
which though minute can be seen when the
leaf is held up to the light.

MEN AND MUNITIONS.

Stirring Appeal by Mr Lloyd
George.

Following is an extended account of the
speech by Mr. Lloyd George at the Trade
Union Congress, on September 9 who, in
response to his telegram referring to the
Government munitions policy and absence
of proper munitioning, was asked to address
the delegates.

After expressing his gratitude for the
opportunity of stating his views on the
situation, the Minister said:—"You re-
present one of the most powerful forces in
directing the country's life. With you
every man, woman and child is con-
cerned. I come here as the greatest employer
of labour in the country, and I am also a
trade unionist. You pledged yourselves
yesterday as the representatives of organised
labour to assist the Government in a suc-
cessful prosecution of the war. I am sure
our men, women and children are here to
help the Government at your word."

THE GOVERNMENT'S REQUIREMENTS.

"The Government has established
sixteen national arsenals and is constructing
11 more and to work these we require
50,000 more skilled men, and 200,000 more
unskilled men and women; but we are not
trying to displace skilled men by unskilled
workers. The country is not yet doing its
best. It is entirely a labour problem, and
you can assist."

A VOICE: And so can the employers.

Mr. Lloyd George: I am not going to
repare the employers.

"Continuing," he said, "There is much
to be done in the manufacture of war
material which is idle night and day; only
15 per cent of the machinery in the country
is working night shifts turning out cannon,
rifles, and material for the war. With
plenty of labour the factories would be
occupied continuously. I think that the
material could be supplied. The problem
is not for the destroying, but for the saving
of the lives of young men."

"I was recently talking to Field-Marshal
Sir John French, who said that he had
never known more fearless and con-
fident men, and men more ready to
face any odds, than those he commanded.
I ask you to back them up. The Admiralty,
War Office, and Munitions Department
during the period of the war suspended the
custom of keeping down the output. The
army and navy would amount to 30 per
cent, in some places, and to 20 per cent
in others. That makes the difference be-
tween victory and defeat."

"I want you clearly to understand the
problem to which we have set our minds in
order to win the war. The war is the
months, and to enable them to back their
way through to victory. The German
workman worked quickly and persistently
without stint or strike, through the autumn,
winter, and spring. Then came the terrible
avalanche of attack which broke the
great Russian armies and drove them
back. The German advance in Russia is
the victory of German trade unions; it was
not Hindenburg and Mackensen, but the
workman who won. The war resolves itself
into a contest between the mechanics of
Britain and Germany and the mechanics of
Britain and France; and the sooner we
thoroughly understand this the quicker
will be the ultimate victory. I believe the
British workman is the best of his
kind in the world."

NO SLACKING OR RESTRICTIONS.

"If every skilled man is employed there
will still be insufficient labour for the task
at hand. The Government is unable to
equip the army unless the trade unions
help in this direction. They must suspend
during the period of war all restrictions
upon the best use of skilled labour: by
employing unskilled men under skilled
supervision for all work in which highly
skilled labour is not absolutely indispen-
sable; secondly, they must suspend all
practices preventing men from turning out
as much work as their skill and strength
permit; thirdly, there must be no stop-
pages for the essential trades. Trade
unions are restricted in practically the
whole of the workshops employed in mak-
ing munitions under the Munitions Act;
those under the act embracing 95 per cent
of the labour engaged in these industries."

DIPHTHERIA—HOW IT MAY BE
AVOIDED.

DIPHTHERIA is usually contracted
from the child; the child has a cold. The cold
prepares the child's system for the recep-
tion and development of the diphtheria
germ. When there are cases of diphtheria
in the neighbourhood children that have
colds should be kept at home and off the
street until recovered. Give them Cham-
berlain's Cough Remedy and they will not
have to remain at home long. It also cleans
out the culture body, which form in a
child's throat when it has a cold, and
minimizes the risk of catching infectious
diseases. The safe way to get Chamberlain's
Cough Remedy.

He was going to ask an unpleasant ques-
tion. Had their side of the bargain been
kept? It had been made and honourably
in many cases; but for too many had not
been kept. If the Government when
trying to do its best for the gallant fellows
in the field, were hampered at every turn
by little technical objections, it would be
impossible to do work that the country
demanded.

Remembering an instance of restricted
output of materials vitally needed, Mr.
Lloyd George asked: "Will anyone defend
that?" (Cries of "No.") The Minister
concluded that he had no more to say; that
was exactly what he had come for.

Several questions were asked and
answered, and Mr. Lloyd George was
thanked for his attendance and speech.

KAISER AND HIS GENERALS.

"Poor Results" In France.

According to a statement emanating
from a Dutch officer who holds an im-
portant command on the frontier, the
Kaiser recently addressed an autograph
letter to all commanders on the western
front, expressing surprise at the poor
results of recent operations, and urging
them to realize the necessity of increased
activity, so as to gain some appreciable
advantage which would dispirit the im-
pression, prevalent at home and abroad,
that the Allies had conquered the
German effort and now dominated the
situation.

The letter contained the text of an
Imperial address, to be read to the
troops, exhorting them to continue to
fight with unflinching courage, so that they
might benefit by the speedy conclusion
of the war.

The commanders were requested to for-
ward suggestions for the better conduct
of the operations both on matters of de-
tail and of general policy. As a result,
certain changes will be made among the
commanders themselves, while a new
plan of campaign is under consideration.

This news confirms the impression,
which is now becoming a certainty, that
the Germans are growing alarmed and
exasperated at the changed aspect of the
situation on the western front, where
the failure of the Crown Prince in the
Argonne, coupled with the French ad-
vance in Arras and the Vosges, has
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of

BY TELEGRAPH.

THE WAR.

REIGN OF TERROR IN BELGIUM.

CIVILIANS DEALT WITH BY COURT MARTIAL.

THE NEW BRITISH FRONT DESCRIBED.

LATEST NEWS FROM EAST AND WEST FRONTS.

THE MEDITERRANEAN'S WONDERFUL NEW FLEET.

(Reuter's Service to the China Mail.)

REIGN OF TERROR IN BELGIUM.

LONDON, Oct. 20. A telegram from Rotterdam states that a reign of terror exists in Belgium, and it is believed that Miss Cavell's execution is only one of the many incidents of "frightfulness."

A German proclamation shows that a Court Martial on Oct. 9 condemned to death, besides Miss Cavell, four others, including a Belgian Countess, a lady teacher, a leading Brussels chemist and an architect. It also sentenced twenty-two persons to imprisonment, fifteen to two years. Princess Marie de Croix was sentenced to ten years' imprisonment.

A telegram from Rome says that the Pope, at the request of the British and Belgian Legations, interceded with the Kaiser on behalf of the Countess, the teacher and seven other French and Belgians, who had been condemned to be shot.

The Archbishop of Cologne replied that the Emperor had suspended the executions pending further investigation.

A WONDERFUL NEW FLEET IN THE MEDITERRANEAN.

A wonderful new fleet, which has required for the Allies the command of the Mediterranean, and which has caused the retirement of the Allies' battleships, is described by a correspondent at the Dardanelles. It consists of Monitors of all shapes and sizes, the largest carrying two fourteen-inch guns which throw three-quarters of a ton of metal fifteen miles. They are built out for ten feet under water on each side, making the hull invulnerable to torpedoes. Subsequently old cruisers of the Emden type and the S-class classes arrived with formidable waist-belts. These latter took the most important role in the landing at Smyrna and subsequent operations.

THE NEW BRITISH FRONT.

Field Marshal Sir John French's despatch gives the first detailed description of the new British position and says that the front now leaves the old line 1200 yards south-west of the southern edge of An Chyler-Labasse, and runs through the main trench of the Hohenzollern Redoubt in an easterly direction 400 yards south of Forze and 8 yards to the south-west of the corner of the Quarries. We also hold the south-east corner of the Quarries, our trenches running thence south-east parallel to and 400 yards from the south-western edge of Cite St. Elie to 500 yards west of the north edge of the Halluch line. It then runs along the Leas-Labasse road to Chalk Pit 1500 yards north of Hill 70, thence south-west to 1000 yards east of Loos church, where it trends south-east to 1700 yards south of Loos church, whence it goes due west back to the old line. The salient we have created in the enemy's line, measured along our old front, is 17,000 yards in length and its depth at the Chalk Pit, 3200 yards.

Since Sept. 28 the enemy has re-inforced his troops and is holding our front. We attacked by 48 battalions including a division of the Guards, after a heavy bombardment. The enemy, who attacked to day between the Quarries and Halluch, were everywhere repulsed.

LATEST NEWS FROM SERBIA.

Paris, Oct. 20. The latest news from Nish shows that, despite a most gallant resistance, the Serbians, owing to the enemy's superior artillery, are falling back in the north.

A communique states that the troops south of Semendria have been obliged to retire in conjunction with the Army near Belgrade. Fighting continues in the Vlasina Valley on the Bulgarian-French frontier. Between Vranic and Ristovatz the enemy is in command of the railway. In the south our troops occupy the region between Strazine Mountain, east of Kumanovo, and the left bank at Bregalnitsa.

THE WASTAGE OF GERMAN OFFICERS.

LONDON, Oct. 20. Reuter's correspondent at British Headquarters, in describing the recent counter-attack from Loos on the Hohenzollern Redoubt, states as an interesting fact, that the Germans were mostly led by "Non-Coms," which fact supports the belief that in the case of frontal assaults the officers are presumably under orders to remain in their shelters till the objective has been carried, the purpose being to prevent a wastage of officers.

A GERMAN CLAIM.

AMSTERDAM, Oct. 20. The Germans claim to have advanced several positions and to have reached the River Druve to the south of Bign.

BY TELEGRAPH.

WESTERN FRONT.

REPORT FROM SIR JOHN FRENCH.

LONDON, Oct. 20. Field Marshal Sir John French reports very active artillery work on both sides. Bombing attacks by the enemy were repulsed.

Sir John French denies the German reports of British repulses north-east of Vermelles.

ENEMY NIGHT-ATTACKS REPULSED.

PARIS, Oct. 19. To day's communique mentions that the Germans made "very serious night attacks" north-eastward of Souchez. Our infantry, it says, supported by base series, easily repulsed each attack.

The communique adds that there has been bomb-fighting in Champagne, and the rain of the French guns silenced an intense bombardment on Les Eparges.

AN ATTACK COMPLETELY DEFEATED EAST OF RHEIMS.

PARIS, Oct. 20. The latest communique states that the attempted enemy attack yesterday morning east of Rheims on a front of ten kilometres with large forces ended in complete defeat.

The attack was prepared most carefully by prolonged bombardment, including the use of suffocating shells and clouds of chlorine gas. Enemy infantry penetrated some sections of our first line trench, but immediate counter-attacks almost completely ejected them, and a vigorous counter-offensive in the afternoon expelled the remainder. The enemy lost heavily.

There have been violent artillery actions along the rest of the front.

ENEMY AERODROME DESTROYED.

PARIS, Oct. 19. A French squadron bombed a German aerodrome at Burelucourt. The hangars and shelters were obviously demolished.

INDIANS IN GERMAN EMPLOY IN CHINA.

LONDON, Oct. 20. In the House of Commons, Colonel Yates asked what measures were being taken to prevent British Indians remaining in the employ of Germans in China.

Lord Robert Cecil said that Sir John Jordan (the British Minister at Peking) was being asked to report telegraphically on the subject.

BRITISH PRISONERS IN GERMANY.

LONDON, Oct. 20. In the House of Commons, Mr. H. J. Tennant (Under-Secretary for War) stated that the total number of British prisoners in Germany up to September was approximately 25,000.

ZEPPELIN COMES IN COLLISION WITH CHIMNEY.

LONDON, Oct. 20. Messrs. Pilkington & Sons, glass manufacturers, having works in France, received the following telegram from Paris:—Our Maubeuge works chimney destroyed in collision with Zeppelin. All the crew of the Zeppelin were killed.

BULGARIAN DIVISION ANNIHILATED.

PARIS, Oct. 20. Advice from Athens state that the first trial-aid of French wounded from the fighting against the Bulgarians has arrived at Salonika.

It is reported from Doiran that a Bulgarian Division was completely annihilated.

It is rumoured that the Bulgarians have evacuated Petrich and Melnik.

BRITISH SUBMARINES IN THE BALTIC.

Four German Merchantmen Torpedoed.

LONDON, Oct. 20. British submarines have torpedoed four large German merchantmen in the Baltic Sea during the last few days.

GERMANY LOSES ANOTHER TORPEDO-BOAT.

COPENHAGEN, Oct. 20. There is trustworthy confirmation of the sinking of a German torpedo-boat by the collision with the steam ferry on the 17th inst. Only five of a crew of 54 were rescued.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprain, lamen, or cramp of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Druggists.

BY TELEGRAPH.

EASTERN FRONT.

RUSSIANS COPING SUCCESSFULLY WITH THE ENEMY.

PETROGRAD, Oct. 20.

Stubborn fighting has developed in the Riga district, where the Germans, according to a communique, succeeded in advancing northwards in the vicinity of Mitau.

Fighting along the Drinsk front has been confined to fierce artillery actions, but the Russians developed a success in the middle-Syva, capturing the town of Telutovsk by a sudden attack, taking nine guns, numerous machine-guns, and another 700 prisoners.

The success at Telutovsk was due to the simultaneous turning of the German flanks. The previous belonged to the Crown Prince's 1st Grenadier Regiment. The communique says that in their extreme resentment, provoked by the German use of explosive bullets, the Russians bayoneted an enormous number of this Regiment. The pursuit of the enemy in this region continues.

Above Telutovsk a vigorous Russian attack put the Austro-Germans to flight and two villages were sternly retaken, numerous machine-guns and prisoners falling to the Russians.

The skillfulness of the Russians and the results obtained are demonstrated by the fact that units which on the 18th inst. took 1,500 prisoners at one point, besides a large quantity of abandoned munitions and arms, themselves only lost 52 men.

An Austrian communique admits that the Russians by persistent attacks reached the west bank of the Syva at several points near Telutovsk.

SUCCESSFUL ITALIAN ATTACKS AT VARIOUS POINTS.

ROME, Oct. 20. A communique says that the Italians, after intense artillery preparation, successfully attacked at various points on the Tyrol and Trentino frontier, capturing important heights in Upper Cordevole and a peak 7,500 feet high in the Falzarego district.

GREEK GENERAL STAFF AT SALONIKA.

The Greek General Staff has arrived at Salonika. The King is expected to follow shortly.

ITALY TO AID SERBIA.

LONDON, Oct. 20. In the House of Commons Mr. Lloyd George, on behalf of Mr. Asquith, said the methods by which Italy could best co-operate in helping Serbia or in the common cause are under discussion by the Allies. (Cheers.)

MANIFESTO FROM THE TSAR.

PETROGRAD, Oct. 20. The Tsar, in a Manifesto, says:—The Russian people draws the sword against Bulgaria with a bleeding heart, and leaves the fate of the betrayer of the Slav cause to the just punishment of God.

THE ALLIES AND GREECE.

ATHENS, Oct. 10. Twenty-four hours have elapsed since the British and Russian Ministers conferred with M. Zaimis (Prime Minister) and informed him that their Governments did not agree with the Greek interpretation of the Serb Treaty, but nothing has transpired up to the present.

(Havas Service.)

PARIS, Oct. 19. French stock now stands at 60.50. Yesterday's artillery activity and trench warfare prevailed on the whole front.

To-day we repulsed three attacks north-east of Souchez and mastered the enemy's artillery at Epargne. Our aircraft bombarded an aviation camp north-east of Chateau Salis.

Petrograd.—We progressed, in Divinsk, Pripiat and Niemen regions, capturing more than 8,000 prisoners.

Rome.—The Government has declared that a state of war exists between Italy and Bulgaria.

Salonika.—Allied troops occupy Stroumitze. The island repulsed and threw the enemy back in Timok Valley and Cornasom sector, inflicting very heavy losses.

BY TELEGRAPH.

THE DUTY ON TEA.

LONDON, Oct. 20.

In a debate on the Finance Bill, Mr. Philip Snowden (Labour) attacked the increase in the Tea Duty, and moved its rejection. He declared that for those earning £1 a week the breakfast-table duties were equivalent to an income-tax of 4%.

Mr. McKinnon contested this. Though the increase was hard on the humblest classes, there was no reliable evidence that the duties were pressing so heavily as to reduce the consumption.

The motion for rejection was negatived by 204 votes to 26, and the Tea clause was adopted.

EXPORT OF COTTON PRODUCTS PROHIBITED.

LONDON, Oct. 20. The Gazette announces that the export is prohibited to neutral countries contiguous to the enemy (including Scandinavia) of all manufactures and products of cotton, except cotton lace, cotton waste, fur, dressed and undressed.

INDIAN CIVIL SERVICE BILL.

LONDON, Oct. 20. The Committee Stage of the Indian Civil Service (Temporary Provisions) Bill will be taken in the House of Lords to-morrow.

Lord Islington, in the course of the debate on the Second Reading, intimated that the Government, in temporarily and in part changing the methods of recruitment, was most anxious that by no means this year or in the following years should the Indian proportion of admission suffer. Therefore it was contemplated that, if with the examination of one fourth there was not as a result the same proportion of Indians successful as in former years, that number would be made up by selection. Even treatment would be meted out to European and Indian. The rules would also provide that a minimum standard of education should be laid down in the case of selected European candidates, and a condition of eligibility would be that candidates have rendered service with the forces of the Crown of certain length and nature.

A NEW BISHOP.

LONDON, Oct. 20. The Ven. H. L. Wild, archdeacon of Nottingham, has been appointed Bishop of Newcastle.

CHARGE AGAINST A SHIP'S COMPADORE.

Charged with being in possession of a revolver and 20 rounds of ammunition, the compadore of the Lat was convicted, without penalty, by Mr. Hazland at the Police Court this morning.

The arms were found in a chest of drawers in defendant's cabin.

Mr. Goldring, defending, elicited that the drawer also contained correspondence, and stated that the chief officer on the boat some sixteen months ago, who had not returned to Hongkong, gave the articles to the compadore to take care of.

His Worship.—He should have taken out a licence.

Mr. Goldring said there was no need for a ship's officer to take out a licence.

His Worship.—There might be a thousand revolvers under those circumstances.

Mr. Goldring.—The revolver was simply put into a locked drawer, and the man did not use it. I submit that that is not an offence under Ordinance.

His Worship, as stated, convicted the defendant without penalty, ordering the revolver and ammunition to be confiscated.

To-day's Advertisements.

G. R. GOVERNMENT NOTIFICATION NO. 8, 234.

MEDICAL DEPARTMENT. TENDERS in duplicate, which should be clearly marked "Tender for Medical Department Contract," will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 31st October, 1915, for the supply of ABRATED WATER, BEDDING and CLOTHING, BEERS, SPIRITS, WINES, etc.; SPIRIT OF WINE, CHEMICALS, DRUGS, SURGICAL INSTRUMENTS and SUPPLIES; FURNITURE, etc.; MILK, etc.; and WASHING. (Schedule No. 1 to 10) required locally by this Department for the period of one year from the first of January next ensuing.

Application should be made to the Colonial Secretary's Office for the necessary forms of tender. All other information may be obtained from the Principal Civil Medical Officer at the Civil Hospital.

J. T. O. JOHNSON, Principal Civil Medical Officer. Hongkong, Oct. 15, 1915.

CURADERMA—THE NEW SKIN SPECIFIC

Price \$1.00 per bottle.

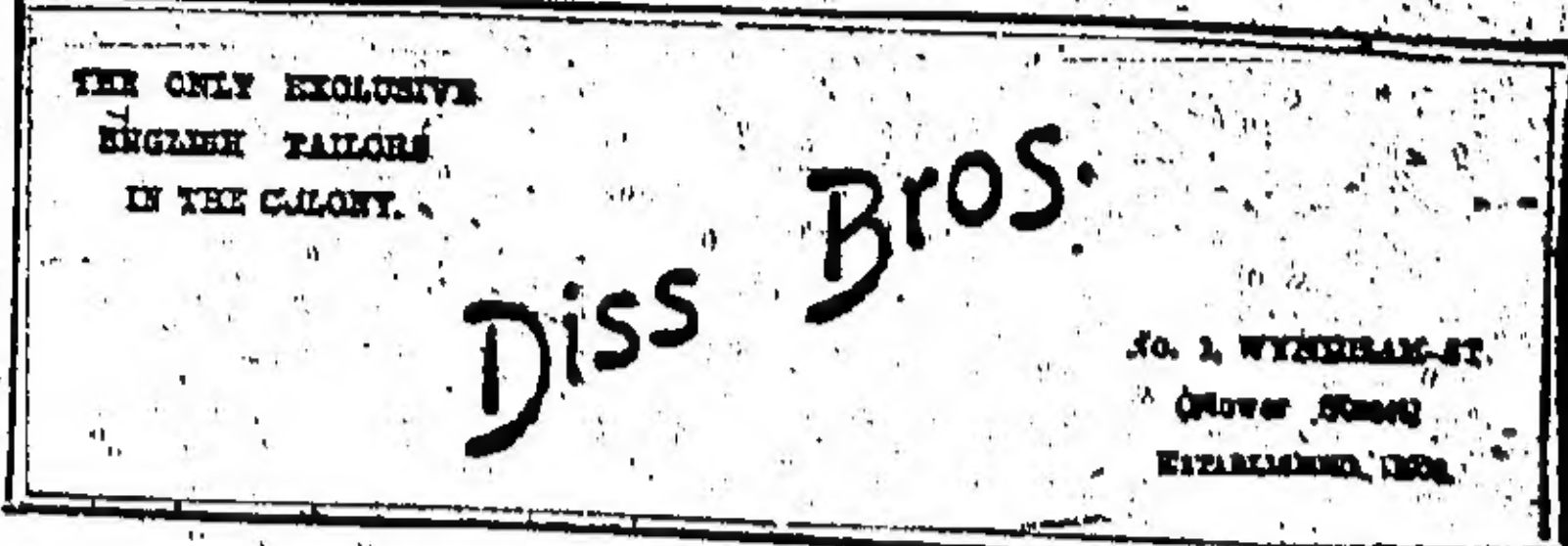
BATHING CAPS

NEW STOCK JUST ARRIVED.

QUEEN'S DISPENSARY

Tel. 492.

31, Queen's Road, Central



THE HANDY BOAT FOR MACAO.

THE S.S. "CHUEN CHOW"

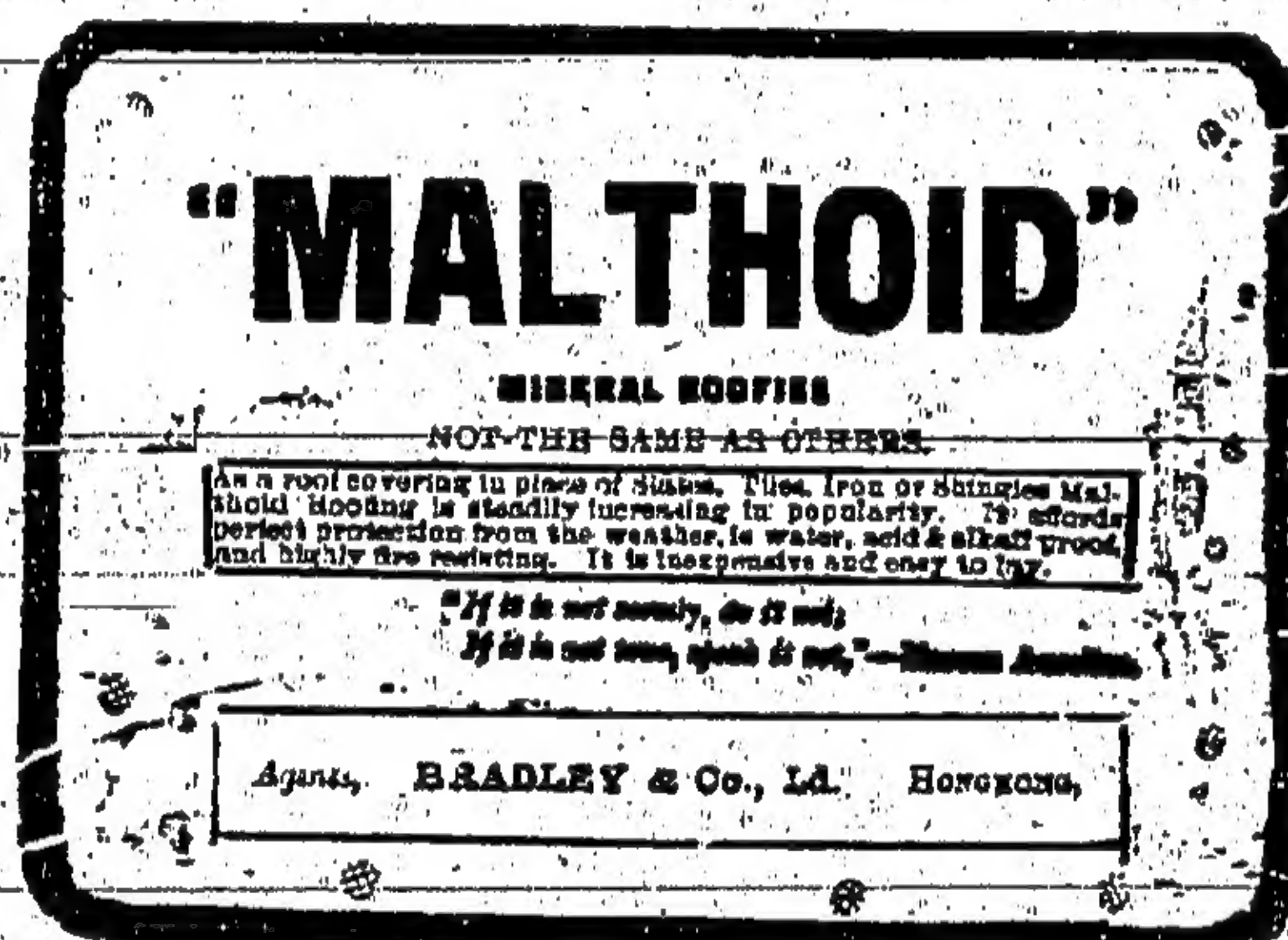
THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 5 P.M.

FARES:—First Class \$2 Single; \$3 Return (Saloon); First Class \$1, \$1.50, \$1.50 (Saloon) for Chinese; Second Class 50 cts. Single; \$1 Return

Electric Fan throughout. First Class Attention. Ample Bedding and Cabin Accommodation. Passengers may sleep on board without additional charge on return Macao only



THE CONNOISSEUR'S CHOICE

"BOAR'S HEAD" BRAND

GUINNESS' STOUT.

T.B. HALL & CO. LTD.



Comparison would prove that "Boar's Head" Brand is Superior to other Brands in Body, Flavour, Quality or Strength.

Obtainable in Quarts, Pints and Splits.

SOLE AGENTS.

Gande, Price & Co., Ltd.

Wine Merchants.

6, Queen's Road Central.

Tel. No. 135

HONGKONG

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To Sail	REMARKS
LONDON & BOMBAY via MALTA	Capt. C. C. Talbot, R.N.	10 a.m. 22nd Oct.	See special advertisement
SHANGHAI	(Nellore) Capt. A. M. King	About 26th Oct.	Freight and Passage
LONDON & BOMBAY via NOVARRA	Capt. H. R. Hymington, R.N.	About 26th Nov.	Freight and Passage
SHANGHAI, MOJI, KOBÉ, SARDINIA AND YOKOHAMA	Capt. J. T. Jervis	About 26th Nov.	Freight and Passage

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.
E. A. HEWITT, Superintendent.
P. & O. S. N. Co.'s Office.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
FOR VICTORIA AND TACOMA via MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA.

S.S. 'HAWAI MARU' Capt. Saito Monday, 15th Nov., at 3 p.m.
S.S. 'MEXICO MARU' Capt. T. Yamaguchi Tuesday, 16th Nov., at 3 p.m.
These Newly-Built Steamers of American Line have fair speed and are fitted with the latest wireless apparatus. Best adapted for carrying S.S. Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO
S.S. 'INAHU MARU' Capt. T. Wakasawa Thursday, 25th Oct., at 7 a.m.

For TAMSUI AND KEELUNG via SWATOW AND AMOY
S.S. 'KALIO MARU' Capt. Murakami Sunday, 24th Oct., at Noon.
S.S. 'DALIN MARU' Capt. S. Saito

For TAIKOW AND ANPING via SWATOW AND AMOY.
S.S. 'SOHEU MARU' Capt. A. Kobayashi Wednesday, 27th Oct., at 8 a.m.

FOR HAIPHONG via HOIHOW.

Steamer Captain Leave
'DAIGI MARU' T. Konishi Tuesday, 26th Oct., at 10 a.m.
'KEIJO MARU' Inagami
These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Hong Kong Wharf near the Harbour Office.
FOR FURTHER INFORMATION, APPLY TO—
H. YAMAGUCHI, Manager.
Second Floor No. 1, Queen's Buildings.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	2nd November	2nd Nov., at 11 a.m.
ALDENHAM	2nd November	14th Dec., at 11 a.m.
ST. ALBANS		

These above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars, apply
GIBB, LIVINGSTON & CO.
Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND 'AFGAR LINE'
Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
'KUMSANG'	22nd Oct.	A Steamer	Middle of November
'MUTTRA'	25th Oct.		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via FORTS and SUEZ PANAMA CANALS
(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.
S.S. SAINT BEDE On or about 26th October.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. BANRI MARU For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan ... Abt. 26th Oct.
S.S. HORUTO MARU For Moji, Kobe & Yokohama ... About 26th Oct.
For Freight & further particulars apply to
DODWELL & CO., LTD., Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR WEIHAIWEI & TIENSIN HOIHOW Oct. 22, at Noon.
SHANGHAI LUGROW Oct. 24, Daylight.
HOIHOW, PARHOI & HAIPHONG KUNING Oct. 26, at 11 a.m.
MANILA, CEBU & ILOILO TAY Oct. 26, at 4 p.m.
WEIHAIWEI & TIENSIN KONGCHOW Oct. 26, at 4 p.m.
SHANGHAI YINGCHOW Oct. 26, at 4 p.m.
MANILA, CEBU & ILOILO TAMSU Nov. 2, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. 'LINTIAN' and S.S. 'SANUL'

MANILA LINE Twin Screw Steamers 'Chibana', 'Taming' & 'Tean'. Excellent Saloon accommodation, electric fans fitted. Extra state-rooms on deck, also on 'Taming' and 'Tean'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.
S.S. 'Anhui', 'Chen', 'Liangchow', 'Lachow', 'Yingchow' and 'Shinkiang' with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, with excellent service between Canton, Hongkong and Shanghai, leaving maintain a regular schedule service every Tuesday, Thursday and Sunday, taking cargo Hongkong for Shanghai direct every Tuesday, Thursday and Sunday. Passengers on through Bills of Lading to all Japanese and Northern China Ports. Passengers are issued in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR SINGAPORE, PENANG & CALCUTTA
S.S. 'KUMSANG' FRIDAY, Oct. 22, at 3 p.m.
S.S. 'WINGSANG' SATURDAY, Oct. 23, Daylight.
S.S. 'SHANGHAI' SUNDAY, Oct. 24, Daylight.
S.S. 'YUSANG' MONDAY, Oct. 25, Daylight.
S.S. 'SHANGHAI' TUESDAY, Oct. 26, Daylight.
S.S. 'YUSANG' WEDNESDAY, Oct. 27, Daylight.
S.S. 'SHANGHAI' THURSDAY, Oct. 28, at Noon.
S.S. 'YUSANG' FRIDAY, Oct. 29, at 3 p.m.
S.S. 'SHANGHAI' SATURDAY, Oct. 30, at 3 p.m.
S.S. 'YUSANG' SUNDAY, Nov. 1, at 3 p.m.

RETURN TOURS TO JAPAN.
The steamers 'Kumang', 'Lachow' & 'Yingchow' leave about every 3 weeks generally call at Shanghai en route to Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 10 days. This service is supplemented by the 'Yingchow', leaving Hongkong, regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin, Delat, Weihaiwei.
Taking Cargo on Through Bills of Lading to Kuant, Labad, Dava, Simpona, Tawau, Ussian, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Telephone No. 215.
General Manager.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Telephone No. 215.

R.M.S.P. THE ROYAL MAIL
STEAM PACKET CO.PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO CHANGE WITHOUT NOTICE)

HOMEWARD.
LONDON 'MERIONETHSHIRE' Middle of October.
GENOA & LONDON 'CARNARVONSHIRE' About Middle of November.

TRANS-PACIFIC SERVICE.
Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.
For Freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.
WESTWARD.
S.S. 'MUTTRA', 4644 tons, Capt. Kilpatrick, R.N. will be despatched as above on the 25th October.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.

SHIPPING



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement Tons & Speed	Mon.	1st Nov. at Noq.
DAIREN MARU	8,000-13 knots	Wed.	3rd Nov.
CHIYO MARU	8,000-17 knots	Tues.	9th Nov. at Noon.
TENYO MARU	8,000-21 knots	Tues.	30th Nov. at Noon.
NIPPON MARU	11,000-18 knots	Tues.	13th Dec. at 10.30 a.m.
SHINYO MARU	12,000-21 knots	Tues.	28th Dec. at Noon.

† Cargo only. Omitting Shanghai.
Via MANILA, Omitting Shanghai.
First Class to London 171-10. Return (8 months) 236-10.
" " New York 260.
" " San Francisco 245.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.
Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.
For Coronel via Japan Ports, Honolulu, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

Steamer	Displacement Tons & Speed	Sailing
SEIYO MARU	14,000-15 knots	Wed. day, 10th Nov. at Noon.

For full particulars as to Passage and Freight apply to
K. DOI Acting Agent.
KING'S BUILDING (Opposite Bank of China),
Telephone 291.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

Destination	Steamer	Sailing Date
MARSHALLS & LONDON	FUSHIMI MARU, Capt. Iizawa	THURSDAY, 4th Nov. at Noon.
VIA SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	SAWA MARU, Capt. T. Hor	TUESDAY, 2nd Nov. at Noon.
VICTORIA, B.C. & SEATTLE	SHIMIZU MARU, Capt. Teraoka	THURSDAY, 11th Nov. at Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	HITACHI MARU, Capt. Tomimaru	TUESDAY, 16th Nov. at 4 p.m.
	TANGO MARU, Capt. Soyeda	TUESDAY, 14th Dec. at 4 p.m.
SHANGHAI MOJI & KOBÉ	RANGOON MARU, Capt. Shimizu	TUESDAY, 2nd Nov. at 10 a.m.
SHANGHAI KOBÉ & YOKOHAMA	KAMO MARU, Capt. Shimizu	TUESDAY, 2nd Nov. at 10 a.m.
CALCUTTA via SINGAPORE, COLOMBO MARU, PENANG & RANGOON	COLOMBO MARU, Capt. Suka	SATURDAY, 30th Oct.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	BOMBAY MARU, Capt. Teraoka	THURSDAY, 28th Oct.
SHANGHAI KOBÉ & YOKOHAMA	SANTU MARU, Capt. Teraoka	TUESDAY, 2nd Nov. at 10 a.m.
NAGASAKI KOBÉ & YOKOHAMA	TANGO MARU, Capt. K. Soyeda	SATURDAY, 13th Nov. at 10 a.m.

† Wireless-Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 550.
" " 2nd Single " 400.	" " 2nd Single " 350.
" " Return " 600.	" " Return " 550.
To London, Southampton, Liverpool via New York £20. 12s.	
" " via Montreal £20. 8s.	
To Victoria, Vancouver, Seattle, 1st Single ... £25.	
" " 1st Return ... £27. 10s.	
To Sydney, 1st Single £40.	To Melbourne 1st Single £41.
" " 1st Return £23.	" " 1st Return £23. 10s.
To Yokohama, 1st Return £150.	To Kobe 1st Return £135.
" " 2nd " £90.	" " 2nd " £83.

Round-the-World, Yen 1,045.

KUBU MOTO, Manager.

Telephone No. 222.

THE CHINA MAIL
COMBINED COLOURED
TYPHOON MAP & GUIDE

REVISED AND UP TO DATE

Shows tracks and daily progress of the big typhoons during the last twenty years.

Explains day and night typhoon signals.

Enables one to locate the centre of a typhoon.

Gives a table of typhoons for last 30 years.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 50 cents.

From the CHINA MAIL Office.

SHIPPING

STEAM FOR
STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'MAZTA', Captain C. C. Talbot, R.N., carrying the Majesty's Mail, will be despatched from this port on or about FRIDAY, the 22nd October, 1915, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Alyssa' from Colombo, East Indies, and from Hongkong, East Indies, and from London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc. will be conveyed via Bombay and transhipped to the s.s. 'Penna' due in London about 4th December, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to
E. A. HEWITT,
Superintendent.

Hongkong, Oct. 7, 1915.

THE BANK LINE LTD.

FOR SAN FRANCISCO.

THE Steamship 'INVERIC',
Capt. A. WILLIAMS, 4,739 tons, will be despatched as above on WEDNESDAY, 17th November, 1915.

For Freight and further particulars apply to
THE BANK LINE, LIMITED,
Managing Agents.

Hongkong, Sept. 22, 1915.

NOTICES TO CONSIGNEES

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES

FROM NEW YORK.

THE Steamship 'SP. BEDE',
Captain J. J. ECHART, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honorable and Kos. Zoon WHEAT and GOWEN CO., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on FRIDAY, 22nd October, at 10 a.m.

All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd October will be subject to sale.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, Oct. 18, 1915.

THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 4/6.

Dealers seeking Agencies can advertise their trade cards for 3/6 or larger advertisements from 0/15.

The London Directory Co., Ltd.,
25, ABchurch Lane, LONDON, E.C.4.

"OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE "CHINA MAIL"

CONTAINS ALL THE NEWS OF THE WEEK.

PRICE 20 cts (Cash per Copy)

TYPHOON SIGNALS.

STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals and notices on the Mainland on Signal No. 1, Kowloon, the Harbour Office, the New Government, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai Pak and F. O. Quarters, Yuenmoon.

A CONE indicates a Typhoon to the North of the Colony.

A CONE indicates a Typhoon to the North-East of the Colony.

A CONE indicates a Typhoon to the East of the Colony.

A CONE indicates a Typhoon to the South-East of the Colony.

A CONE indicates a Typhoon to the South of the Colony.

A CONE indicates a Typhoon to the South-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

A CONE indicates a Typhoon to the North-West of the Colony.

A CONE indicates a Typhoon to the North of the Colony.

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A CONE indicates a Typhoon to the East of the Colony.

A CONE indicates a Typhoon to the South-East of the Colony.

A CONE indicates a Typhoon to the South of the Colony.

HONGKONG & WHAMPOA DOCK CO., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.
 Order Used: A, A B C, Fifth Edition, Engineering First and Second Editions, Western Union, and others.
 Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
 Iron and Brass Founders, Forge Masters, Electricians.
 ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
 Modern up-to-date plant operated by our own specially trained
 workmen under expert European supervision.
 All classes of light steel work manufactured by the above process.
 Tanks, Drums, Ventilation Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH	BREADTH	DEPTH	WATER	WIND	WIND
NO. 1 DOCK, KOWLOON	700	100	10	10	10	10
NO. 2 DOCK, KOWLOON	700	100	10	10	10	10
NO. 3 DOCK, KOWLOON	700	100	10	10	10	10
NO. 4 DOCK, KOWLOON	700	100	10	10	10	10
NO. 5 DOCK, KOWLOON	700	100	10	10	10	10
NO. 6 DOCK, KOWLOON	700	100	10	10	10	10
NO. 7 DOCK, KOWLOON	700	100	10	10	10	10
NO. 8 DOCK, KOWLOON	700	100	10	10	10	10
NO. 9 DOCK, KOWLOON	700	100	10	10	10	10
NO. 10 DOCK, KOWLOON	700	100	10	10	10	10
NO. 11 DOCK, KOWLOON	700	100	10	10	10	10
NO. 12 DOCK, KOWLOON	700	100	10	10	10	10
NO. 13 DOCK, KOWLOON	700	100	10	10	10	10
NO. 14 DOCK, KOWLOON	700	100	10	10	10	10
NO. 15 DOCK, KOWLOON	700	100	10	10	10	10
NO. 16 DOCK, KOWLOON	700	100	10	10	10	10
NO. 17 DOCK, KOWLOON	700	100	10	10	10	10
NO. 18 DOCK, KOWLOON	700	100	10	10	10	10
NO. 19 DOCK, KOWLOON	700	100	10	10	10	10
NO. 20 DOCK, KOWLOON	700	100	10	10	10	10
NO. 21 DOCK, KOWLOON	700	100	10	10	10	10
NO. 22 DOCK, KOWLOON	700	100	10	10	10	10
NO. 23 DOCK, KOWLOON	700	100	10	10	10	10
NO. 24 DOCK, KOWLOON	700	100	10	10	10	10
NO. 25 DOCK, KOWLOON	700	100	10	10	10	10
NO. 26 DOCK, KOWLOON	700	100	10	10	10	10
NO. 27 DOCK, KOWLOON	700	100	10	10	10	10
NO. 28 DOCK, KOWLOON	700	100	10	10	10	10
NO. 29 DOCK, KOWLOON	700	100	10	10	10	10
NO. 30 DOCK, KOWLOON	700	100	10	10	10	10
NO. 31 DOCK, KOWLOON	700	100	10	10	10	10
NO. 32 DOCK, KOWLOON	700	100	10	10	10	10
NO. 33 DOCK, KOWLOON	700	100	10	10	10	10
NO. 34 DOCK, KOWLOON	700	100	10	10	10	10
NO. 35 DOCK, KOWLOON	700	100	10	10	10	10
NO. 36 DOCK, KOWLOON	700	100	10	10	10	10
NO. 37 DOCK, KOWLOON	700	100	10	10	10	10
NO. 38 DOCK, KOWLOON	700	100	10	10	10	10
NO. 39 DOCK, KOWLOON	700	100	10	10	10	10
NO. 40 DOCK, KOWLOON	700	100	10	10	10	10
NO. 41 DOCK, KOWLOON	700	100	10	10	10	10
NO. 42 DOCK, KOWLOON	700	100	10	10	10	10
NO. 43 DOCK, KOWLOON	700	100	10	10	10	10
NO. 44 DOCK, KOWLOON	700	100	10	10	10	10
NO. 45 DOCK, KOWLOON	700	100	10	10	10	10
NO. 46 DOCK, KOWLOON	700	100	10	10	10	10
NO. 47 DOCK, KOWLOON	700	100	10	10	10	10
NO. 48 DOCK, KOWLOON	700	100	10	10	10	10
NO. 49 DOCK, KOWLOON	700	100	10	10	10	10
NO. 50 DOCK, KOWLOON	700	100	10	10	10	10
NO. 51 DOCK, KOWLOON	700	100	10	10	10	10
NO. 52 DOCK, KOWLOON	700	100	10	10	10	10
NO. 53 DOCK, KOWLOON	700	100	10	10	10	10
NO. 54 DOCK, KOWLOON	700	100	10	10	10	10
NO. 55 DOCK, KOWLOON	700	100	10	10	10	10
NO. 56 DOCK, KOWLOON	700	100	10	10	10	10
NO. 57 DOCK, KOWLOON	700	100	10	10	10	10
NO. 58 DOCK, KOWLOON	700	100	10	10	10	10
NO. 59 DOCK, KOWLOON	700	100	10	10	10	10
NO. 60 DOCK, KOWLOON	700	100	10	10	10	10
NO. 61 DOCK, KOWLOON	700	100	10	10	10	10
NO. 62 DOCK, KOWLOON	700	100	10	10	10	10
NO. 63 DOCK, KOWLOON	700	100	10	10	10	10
NO. 64 DOCK, KOWLOON	700	100	10	10	10	10
NO. 65 DOCK, KOWLOON	700	100	10	10	10	10
NO. 66 DOCK, KOWLOON	700	100	10	10	10	10
NO. 67 DOCK, KOWLOON	700	100	10	10	10	10
NO. 68 DOCK, KOWLOON	700	100	10	10	10	10
NO. 69 DOCK, KOWLOON	700	100	10	10	10	10
NO. 70 DOCK, KOWLOON	700	100	10	10	10	10
NO. 71 DOCK, KOWLOON	700	100	10	10	10	10
NO. 72 DOCK, KOWLOON	700	100	10	10	10	10
NO. 73 DOCK, KOWLOON	700	100	10	10	10	10
NO. 74 DOCK, KOWLOON	700	100	10	10	10	10
NO. 75 DOCK, KOWLOON	700	100	10	10	10	10
NO. 76 DOCK, KOWLOON	700	100	10	10	10	10
NO. 77 DOCK, KOWLOON	700	100	10	10	10	10
NO. 78 DOCK, KOWLOON	700	100	10	10	10	10
NO. 79 DOCK, KOWLOON	700	100	10	10	10	10
NO. 80 DOCK, KOWLOON	700	100	10	10	10	10
NO. 81 DOCK, KOWLOON	700	100	10	10	10	10
NO. 82 DOCK, KOWLOON	700	100	10	10	10	10
NO. 83 DOCK, KOWLOON	700	100	10	10	10	10
NO. 84 DOCK, KOWLOON	700	100	10	10	10	10
NO. 85 DOCK, KOWLOON	700	100	10	10	10	10
NO. 86 DOCK, KOWLOON	700	100	10	10	10	10
NO. 87 DOCK, KOWLOON	700	100	10	10	10	10
NO. 88 DOCK, KOWLOON	700	100	10	10	10	10
NO. 89 DOCK, KOWLOON	700	100	10	10	10	10
NO. 90 DOCK, KOWLOON	700	100	10	10	10	10
NO. 91 DOCK, KOWLOON	700	100	10	10	10	10
NO. 92 DOCK, KOWLOON	700	100	10	10	10	10
NO. 93 DOCK, KOWLOON	700	100	10	10	10	10
NO. 94 DOCK, KOWLOON	700	100	10	10	10	10
NO. 95 DOCK, KOWLOON	700	100	10	10	10	10
NO. 96 DOCK, KOWLOON	700	100	10	10	10	10
NO. 97 DOCK, KOWLOON	700	100	10	10	10	10
NO. 98 DOCK, KOWLOON	700	100	10	10	10	10
NO. 99 DOCK, KOWLOON	700	100	10	10	10	10
NO. 100 DOCK, KOWLOON	700	100	10	10	10	10

Please Address Enquiries to the Chief Manager,
 R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

STREAMERS EXPECTED.

The C. P. R. Co.'s s.s. *Montezuma* left Vancouver on Sunday, the 17th Oct. p.m., due to arrive at Hongkong at about Friday, the 19th Nov.

The s.s. *Japan* left Calcutta on the 9th October, and may be expected here on or about the 10th November.

The P. & O. S. N. Co.'s s.s. *Nile* left Singapore for this port on the 20th October, p.m., with the outward English Mail, and is due here on the 25th October, at 8 p.m.

PASSENGERS EXPECTED.

Per P. & O. s.s. *Montezuma*, from London Sept. 18, Mr. E. J. Alford, Miss Finch, Mr. A. Hamilton, Mr. J. W. Cardigan.

Per N. Y. E. s.s. *Kame Maru*, from London Sept. 25, Miss Hughes, Mrs. Humphreys, Mr. and Mrs. D. E. Donnelly and 3 children, Miss M. Aycock, Mr. Jacobsen, Mr. L. Guy.

Per P. & O. s.s. *Nile*, from London Oct. 2, Miss H. Jacob, Mr. C. E. Buyers, Miss F. M. Cooper, Miss L. M. Jones.

Per N. Y. E. s.s. *Kame Maru*, from London Oct. 9, Mr. R. J. Birbeck, Mrs. David Wood, Mr. J. M. Williamson, Mrs. and Miss Fleming, Mr. E. G. Glenbrook, Mr. and Mrs. Claxton, Rev. Gamble, Miss Johnson, Mrs. Ridell, Mr. and Mrs. Price and 3 children, Miss Emma, Miss Dykes, Miss Hayworth, Miss Pink, Miss Thacker, Mr. L. E. Medham, Mr. F. Hicks, Mrs. A. J. Malcolm and 3 children, Mrs. Mainhead and infant.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

OCTOBER 21, 1915.—a.m.

OBER 21, 1915.—a.m.		AMU.		Maid, for Singapore and London.	
		Per Glenfalloch, at 9 a.m., on Friday, the			
		22nd Oct.			
Wind				SHIPPING REPORT	